TITUSVILLE AMATEUR RADIO CLUB

NEWSLETTER

AUGUST, 1999

OFFICERS

PRESIDENT: Bud Hughes K4CWG 269-0779 SECRETARY: Becky Lee KF4HTB 267-9375
V. PRES.: Ozzie Osband N4SCY 383-9750 TREASURER: Becky Lee KF4HTB 267-9375

CLUB INFORMATION

TARC MEETINGS :	**Monthly on 4th Tuesday at 1900 hrs at Jaycee Building.**
TARC NETS:	**VIP - Thursdays at 1000 hrs on 146.910**
	FRIENDSHIP - Thursdays at 1830 hrs. on146.910
	MOSQUITO - Wednesdays at 1900 hrs on 28.333
TARC REPEATERS:	**VHF - 146.910 and146.970. UHF 444.150**

PRESIDENT'S CORNER

By Bud Hughes K4CWG

Many thanks to Ray, N4LEM, Ira, K8HRR and their team for attending the July 27 TARC meeting. Many of our members had pictures taken, badges made and joined RACES. We appreciate the efforts by these fellow hams in organizing and helping us to become better prepared to meet the challenges of the hurricane season.

The TEEN FEST held at Kawanis Park on Saturday, July 31, had a very good turn out. TARC responded by providing the "eyes and ears" for the event. Our thanks to the following members who responded to the North Brevard Parks and Recreation request for assistance were: Sherry, KU4ZO; Pat, KE4LTY; John, KE4ZPA; Ozzie, N4SCY; Jimmy, KE4ZOL and yours truly. We all received a nice Tee shirt and extend our thanks to all who gave of their time to put on a most multi-event function for our teenagers. The estimated turn out was to be in excess of 2000.Had you been there you would agree the teen turn out was greater than projected. They enjoyed the event and I am proud of our club's contribution.

In regards to our ninth annual hamfest, the club has voted to relocate and put on a super tailgate/flea market event. The relocation site will be 2459 Cheney Highway (SR 50). The event will be held on Saturday, Nov. 6 from 7AM until when. This new location is approximately ½ mile East of Wal-Mart or ¾ mile east of I-95. The heavy traffic flow on SR50 will insure heavy traffic for the venders. We will need assistance for the following: Making and posting signs; setting up the refreshment booth and preparation and serving of food at breakfast and lunch; loan of and assistance in setting up generators in the field for

HAPPY BIRTHDAY

AUGUST BIRTHDAYS

AUG. 03 N4MOD JIM HARIS

AUG. 04 KC4ZHE JOHN HALASZ

AUG. 05 KC4VMQ DONNA CLARK

AUG. 07 N1OGE BERTHA BONARDI

AUG. 07 KF4SEK NICHOLAS GRAY

AUG. 12 KE4BBB CLINTON GRIFFIN

AUG. 16 W4EPU PIKE ABELL

AUG. 16 KB2ZLH JUDY SMITH

AUG. 17 N9EZV KEN TENDICK

AUG. 18 KA0YSO DAVID JACKSON

AUG. 18 KE4BBH JIM PREVATT

AUG. 20 KC4WGU MIKE HENSLEY

AUG. 23 WD4JNM MARTY COIN

AUG. 22 KF4PGU BILL CANFIELD

AUG. 24 W2SDB BILL EPPLEY

AUG. 28 KE4HJQ RON MORGAN

AUG. 28 KV4BY CLARENCE BAUER

AUG. 29 KE4HOE FRED HADDAD

AUG. 31 KF4DTC ABBIE MARSDEN

PRESIDENT...(continued from page 1) those who need power. Your help is solicited and greatly appreciated. Hope to see you at the August 24 meeting. Til then, 73s

MFJ PURCHASES HY-GAIN

MFJ Enterprises has acquired Hy-Gain, a well known manufacturer of antennas, towers, and rotators. Hy-Gain was owned by Telex Communications of Lincoln, Nebraska. The deal closed May 10, according to MFJ President Martin Jue, K5FLU, who declined to reveal the purchase price. Jue said that MFJ plans to move the antenna manufacturing facility to Mississippi and staff it with local employees. He anticipated production at the new site could begin within a few weeks.

"We bought everything - the whole deal," Jue said. "We're going to have to shift some things around to make room."

As it has done with other enterprises it's acquired, MFJ plans to keep the Hy-Gain name and operate the antenna manufacturer as a separate entity. Hy-Gain products will compete with MFJ's own line of antenna products, but Jue said the short-lived Ameritron antenna line would be discontinued in favor of the Hy-Gain line.

Former Cushcraft Production Manager Art Hambleton, K1BX, joined MFJ Enterprises last fall. Jue said Hambleton will be involved in the new Hy-Gain venture, but he was not sure in what capacity. Hambleton manned the Hy-Gain booth at the Dayton Hamvention in mid-May.

Jue said Hy-Gain would immediately start selling the entire product line through the Amateur Radio dealer network. For the past year, Hy-Gain had sold its products factory-direct. MDJ said it expects there to be a "small transition period" as stock, parts, equipment and production are move to Starkville. As part of MFJ, Hy-Gain will continue its current product line and introduce several new ones - including two new verticals announced at Dayton.

Customers can contact Hy-Gain at: 800-647-1800; fax 601-323-6511; e-mail **http://www.mfjenterprises.com.**

"IT SEEMS TO US..."

Waiting for the Other Shoe

Longtime FCC watchers are used to it, because it has happened so often before. The FCC makes a proposal that would affect Amateur Radio in some significant way. Discussion of the proposal dominates the airwaves, club meetings and hamfests. Thousands of ARRL members express their opinions to their elected division directors, through whom they are represented on ARRL policy matters, and the Board develops our organizational position and directs that it be conveyed to the FCC. Members and nonmembers alike express their opinions directly to the FCC by filing comments, either as individuals or through clubs. For a couple of months it seems as if amateurs can think and talk about little else.

Ant then the comment deadlines come and go, and we wait. And wait. And wait. By the time the FCC releases its decision, most everyone's forgotten what all the fuss was about.

This is where we are right now on license restructuring. We're waiting for the other shoe to drop, in the form of an FCC Report and Order completing action on its proposals to simplify the amateur license structure. We know it's coming, but we don't know when. We know the structure will be simplified, but we don't know by how much. We're pretty certain the Morse code requirements will be lowered, but we don't know how far. We don't know because the FCC itself doesn't know: A lot of staff work has been done, but nothing is decided until at least three of the five FCC Commissioners sign on.

Since January we have taken every opportunity to urge the FCC to act quickly on restructuring, not because we thought they weren't doing a good job but simply to ensure that the matter would be given as high a priority as possible so the period of uncertainty would be as short as possible. We knew it was going to take several months, at least, for a Report and Order to surface.

Why does it take so long? Part of the answer lies in the way we amateurs respond to FCC proposals. We respond in large numbers and at great length. More than 2200 comments were filed in response to the Notice of Proposed Rule Making in WT Docket 98-143, many of them offering alternatives to the differing proposals of the FCC and the ARRL. The FCC doesn't devote a lot of staff to Amateur Radio policy matters, so there aren't a lot of people to read and digest all those comments. Even a cursory inspection of the comments would show that some aspects of restructuring are controversial, so the decision-making process is difficult and the draft Report and Order has to explain why one course of action is better than all the other possibilities. Right in the middle of this, around March 1, the Wireless Telecommunications Bureau moved from its old offices on M Street to the new, consolidated FCC offices at The Portals on 12th St. SW. In the long run the new facilities ought to make the FCC more efficient, but some short-term disruption was inevitable.

Once the Wireless Telecommunications Bureau staff has decided what to recommend to the Commissioners, the item is circulated to them. Each Commissioner has his or her own advisers to help decide whether to go along with the Bureau's recommendation. Depending on what else is on their plates - and as important as amateur licensing restructuring is to us, it pales in comparison to some of the other issues now pending before the FCC - the item could languish for a while. Ultimately it is either accepted or modified (if necessary to gain consensus, and sometimes just to gain majority support), or possibly even rejected (although that's unlikely if the staff has been sensitive to the Commissioners' proclivities). The decision is made either at the monthly Open Meeting, which gives the Commissioners the opportunity to read statements as to why they voted as they did, or is made "on circulation" without an actual meeting. In either case, a news release with or without separate statements by one or more of

the Commissioners is issued, followed a few days later by the text of the Report and Order itself. The news release usually raises more questions than it answers, so we again play a waiting game until the Report and Order is available and we can see the details.

No one can predict precisely what changes the FCC will adopt. Once they are adopted, no one can predict what their exact effect will be. Amateurs can get quite emotional about change. This is understandable when one remembers that the root of the word "amateur" is Latin for "I love." We love what we do or we wouldn't do it. One thing is certain: no matter what changes are in store for our licensing structure, there will still be plenty to love about Amateur Radio. *David Sumner, K1ZZ*

BLACK BOXES and BIG BROTHER

From 7/99 CyberSKIP

It's not what is behind you but what is under your.....!!!!!

A letter from one of our readers, Virgil Salisbury, in Miami prompted the Editor to go on a sleuthing tour for another disturbing invasion of privacy issue. With nearly everything in our day-to-day lives somehow tied into computer technology, one must be vigilant on all fronts.

The story starts with something so simple as the "Check Engine" light that all of us have seen on occasion. The individual in the story tells of taking the vehicle to a local car dealer who by using an Environmental Protection Agency (EPA) mandated Electronic Engine Management and Emission Control System called an OBD (Onboard Diagnostic System), determined that the carburetor Bank 1 was lean. The dealer said that it would be $200 for a new sensor plus labor and another $85 to turn off the check engine light.

The mass airflow sensor was accessible only through use of a special anti-tamper splint screwdriver that the gentlemen managed to acquire through clandestine means. He says he smuggled it in from China. When he gained access to the mass airflow sensor, he found a speck of dust about ten to fifteen thousandth of an inch in diameter on the sensor hot wire.

With a huff and a puff, the man was able to save nearly $300 and his car would not be in violation of the ominous Federal Clean Air Act of 1990. Had the automobile been subjected to the emissions test, the OBD would have indicated a Diagnostic Trouble Code and the car would have to be repaired immediately. It is aggravating that most people could not repair the problem themselves and would have to pay the piper.

But this is only part of the story. Since driving around with a speck of dust on the sensor is an egregious violation of the Clean Air Act, as defined by the numbers the computer sees on the readout, more must be done to nail the violators. This OBDIII, the latest and greatest device. The proposed new mobile mounted box will be capable of further assisting the driver; besides the gentle reminder of the "Check Engine" light, there will be a roadside reader capable of monitoring 8 lanes of bumper-to-bumper traffic moving at 100 MPH and if a fault is detected, it will read the Vehicle Identification Number (VIN) and the fault codes. It is envisioned that the information will be relayed via satellite, which will ring you up on your cellular phone to let you know that your :Check Engine" light is on and perhaps suggest you get it fixed. Then there is a big ALSO added. The information might ALSO be sent to a "regulator" (a vaguely used item) to include patrol officers, private contractors and others. Are you getting the drift yet? Big Bro is probably stationed somewhere right under your butt and under your car seat, properly positioned to shove your privacy rights you know where.

Since we're on the subject of under-the-seat devices, how about the "black boxes", known as sensing and diagnostic modules, that are being

installed in 1999 General Motors cars - generally located under the driver's seat. The company says it will be in all GM vehicles in a few years. The device records and stores data about the vehicle speed, whether the driver is wearing a seat belt and information about brake application. All this is supposed to tell GM how to construct better and safer cars. Well, yeah, that would be fine if that is for what it is used. Anyone want to wager a hundred bucks that NO lawyer will ever haul the black box into court to get his victim (the one with the neck brace) a couple mil in damages?

Taking all this one step further, if it isn't already there, how about linking all the vital vehicle information (speed, seat belts, baby seats, alcohol detectors, etc.) with GPS information indicating time and location. Pass a law that everyone takes his or her vehicle in for computer analysis once a month. Then they can determine all manners of violations and access fines without ever having to leave the office. "I see you were traveling up Route 75 and you were doing 78.4 MPH in a 70 MPH zone on June 8, 1999 at 14.357 hours at 30 degrees longitude x 82.6 degrees latitude." With any luck, we would need fewer police patrols and our taxes would decrease. ***Ah yes - communications in the new millennium.***

Check out some related links on the subject:

http://www.aaashop.org/autoinc/may/obd-iii.htm

http://bbs.rockpile.com/kansei/delsol/inews2.htm

ABELL'S ANECDOTES

By Pike W4EPU

On numerous occasions I have been asked to write here about some of my experiences during the war, dealing with subjects which identified in one way or another with amateur radio or communications in general. I am sure you do not mean WW-II, of which I am a veteran radio operator-training officer. You mean the "Cold War" of which I am also a veteran in the same general field.

We trained a lot of Agent radio operators back in those days. In order to weed out some of those who, shall we say, had a CW learning disability, we used a very effective Morse code aptitude test. The test had a high percentage of accuracy in determining who could learn the code without difficulty and who could not.

One of my assignments was to teach a high level diplomat of a foreign country to be a CW radio operator. I gave him the usual code aptitude test which he flunked royally (no pun intended). Based on the test results I reported to my superiors that we could not train him because he could not learn code, or at least it would be extremely difficult for him. Promptly word came down to me from 'up high' that, "this man *will* learn code and *you will* teach him.

For the next few weeks he, our translator, and I spent a lot of time together. He quickly mastered all of the other subjects - operating procedures, equipment operation, cryptography, etc. Morse code was obviously tough for him but surprisingly he eventually learned to send and receive CW, and quite proficiently I may add. Techniques developed while training this agent were used effectively in future operations, not only by myself, but by my colleagues as well.

The sad part of this story for me was that, as was usually the case, after he graduated from my one-on-one class, during which time we became good friends, I never saw or heard from him again.

One thing I learned in that project and I shall never forget it. Anybody can learn Morse code if they put their minds to it, take their time, and have a good teacher,,,(Grin!) 73s Es 88

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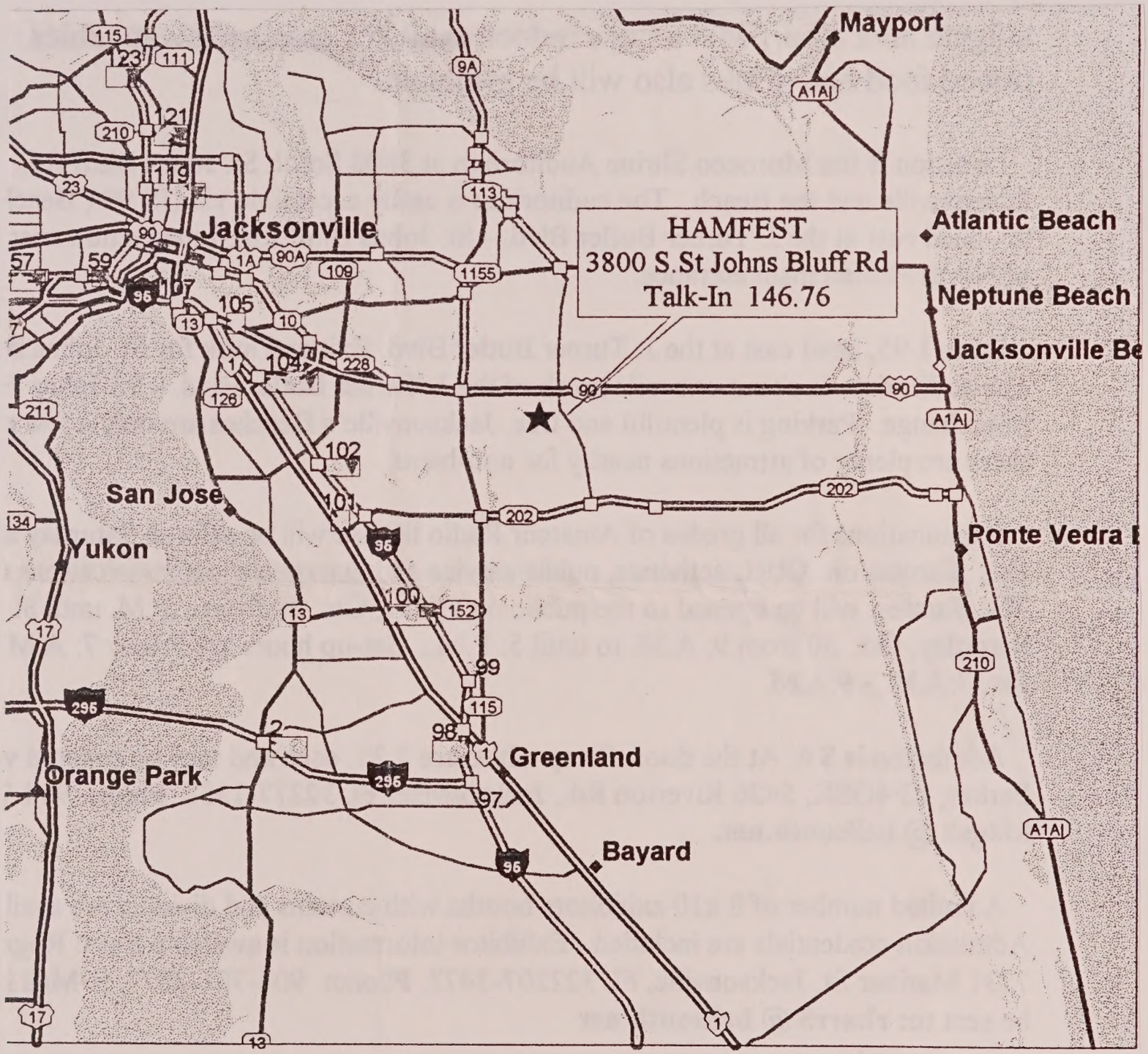
Nothing makes a person more productive than the last minute.

1999 Jacksonville Hamfest Map



DIRECTIONS TO THE HAMFEST

Coming from the south on I-95, take exit 101, J Turner Butler Bd. Turn right at the bottom of the ramp and immediately get in the left lane. Go 4.5 miles to the St. Johns Bluff Rd. exit. Turn left at the bottom of the ramp and go 1.8 miles or 3 traffic lights (counting the exit) and turn left at the light into the parking lot.

JULY MINUTES

By Becky, KF4HTB

After the usual opening ritual, President Bud Hughes, K4CWG asked that the club set a confirmed date for the Fall tailgate/swap meet. The members agreed to hold this event on November 6.

Bill Canfield, KF4PGU announced that he will soon set a date for a meeting to be held at BCC to discuss traffic control and parking at the November 20 cross country event.

As promised in his column in the June newsletter, Bud - K4CWG presented the details of the incident that occurred on Sunday morning at Field Day. It seems that the two witnesses mentioned saw an alligator come right up out of the water and eat a duck.

Wes, AF4N reported that the 91 repeater is down because the PLO board is bad. One is on order and the repeater will be repaired ASAP.

Don, KE4LNS reported that everything is going well with the installation of the weather station. He said that Packet will also get the weather station information. He also reported that the wires have been pulled to install the 110 to 12V inverter at the north end repeater.

Bud, K4CWG asked for volunteers to help out at the TEENFEST to be held at Kiwanis Park in Merritt Island on August 1.

K8HRR Ira Bickham and N4LEM Ray Cassis were present to take photographs and issue ID badges. During the program segment of the meeting, each of them spoke to the club about their involvement in BEARS and RACES and the successes and problems they encounter, and about the restructuring of districts and how that restructuring affects us. Ray also showed a Motorola Satellite telephone and told how it works and how much it cost. He has them for sale. Contact him at 632-1000.

George Bortle, KD4CBV showed the Uniden Trunk Tracker II which was released about 2 weeks ago He has them for sale. You may contact him at 267-7632.

FINALLY!!!!

With a lot of help from our friend Ozzie, N4SCY, we now can receive AND send e-mail.. Our e-mail address is lees@ham.net We welcome any newsy tidbits fit for the newsletter. Also, we need your e-mail address to update the club roster.

REASURERS REPORT

By Becky Lee, KF4HTB

Balance forward from 1998	$6634.75
Deposits Year to Date	3547.51
TOTAL INCOME	**$10182.26**
Expenditures	5160.15
BALANCE AS AT 7/30/99	**$5022.11**

"We implant this behind your left ear and you won't even know it's there."

TITUSVILLE AMATEUR RADIO CLUB

P. O. BOX 73

TITUSVILLE FL 32781-0073

"There is only a slight difference between keeping your chin up and sticking your neck out, but it's worth knowing."

MEMBERSHIP UPDATE

Total membership: 240 (167 regular, 56 family, 11 honorary, 5 other)

NEW MEMBERS: KF4PGU Bill Canfield

KF4ECM Jim Lathrop

KF4MXF Linda Lathrop

RENEWALS: K4AGO Bill Realy
WA2BX Carl Beam
KE4GWQ Clyde Carter
KE4NYM Matt Keller
AE4OJ David Greenwald
KE4TQZ Sandra Greenwald
KF4SEK Nicholas Gray
W2TRX Walt Fanton
KC4WGU Mike Hensley
KF4ZOL Jimmy Edwards

HAMFESTS:

9-11/12	Melbourne
9-25	Daytona Beach
9-26	New Port Richie
10-2	Maitland
10-2	Sunrise
10-9	Tampa
10-16	starke
10-16/17	W. Palm Beach
10-29/30	Jacksonville
11-6	Sorrento
11-13	Port St. Lucie
11-20/21	Tampa
12-4	Okeechobee
12-11	Lake City